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# USE GILL NET "LIFTER" ALSO FOR TRAWLS.

Pacific Authority Believes "Iron Man" Will Soon Be Generally Used in Cod, Halibut and Salmon Fisheries of West Coast.

**W**RITING upon the subject of "New Methods in Pacific Coast Fisheries," John N. Cobb in the March issue of the Pacific Fisherman, the leading Pacific coast fishing organ, tells of some interesting experiments conducted with gill nets and the "net lifter," which he says will eventually prove of as much benefit to the salmon and halibut fisheries as cod fishing on the Pacific coast.

The writer predicts an extensive use of the "net lifter" in the future, thus going away with the use of dories and thereby diminishing the dangers of the fisherman at sea.

He writes: Some experiments were carried on by myself last summer, in the waters adjacent to Pirate Cove, in the Shumagin Islands, Alaska, which, while primarily for the benefit of the cod fisheries, may eventually prove of as great value to the salmon and halibut fisheries as to the former.

For a number of years gill netting for cod has been carried on in Ipswich Bay, Massachusetts, and at a few other places along the New England Coast, in a desultory manner, and with little profit to the fishermen. About three years ago the industry suddenly assumed a more important aspect, due to the appearance of Great Lakes fishermen in Gloucester, who proceeded to engage in gill netting for cod, haddock and pollock on a large scale. For some years these men have carried on in the Lakes important gill net fisheries for lake herring trout, and whitefish. Steam tugs have been almost universally employed and from five to 10 miles of netting set at one time. The use of this immense quantity of netting was made feasible by the employment of a patented power device known as a "net lifter" for hauling in the nets.

The "net lifter" is a circular machine fitted along the outer rim with a number of fingers. The mechanism operating these fingers moves on tracks, and is so arranged that the fingers take hold as they come opposite the rail of the vessel, and let go when they have completed about two-thirds of one complete revolution from the point where they first gripped. By this means the net is grasped by the fingers as it comes aboard and after being carried about two-thirds of the way around is released and allowed to drop on the deck. A framework extends from the lifter outboard, and at the outer end is a roller, while a sheet iron trough for the passage of the net and fish runs from the roller to and partially around the machine and rests upon the framework. The machine is operated either by a small gasoline engine or directly from the main engine.

The "net lifter" is generally set on the port side, forward of the fore rigging, although it will work when set on the starboard side, or when close to the fore rigging.

At my instance the Union Fish company, of San Francisco, with its usual progressiveness, purchased the necessary number of gill nets for an experiment on a moderate scale, a net lifter, and a 4 horse power Imperial engine to operate same.

The gill nets were 125 yards long each and made of 12-3 cord linen. A specially made line was used for head, foot and side lines. The nets were of 7 1-2 inch stretch mesh and were 15 meshes deep. The floats, which were made of white cedar, were 2 inches by 5 inches, and had been soaked a number of times in boiling linseed oil in order to make them waterproof. Fifty of these were used to the net and were hung from the cork line and not strung on, and were set opposite the floats.

As the nets were primarily for use during the winter season, when the spawning cod are on the the inshore banks, the work carried on during the summer was merely preliminary and mainly for the purpose of accustoming the men to their use.

Boxes with flaring tops, so that they would nest, were constructed, and in these the nets were stowed, with the lead line at one end and the cork line at the other; these boxes would hold about four nets each.

When ready to set the boxes were arranged on the after deck, and as the vessel steamed along the anchor, buoy and buoy line were thrown overboard, and the nets were then paid out by two men, one handling the cork line and the other the lead line. Another man bent on a new net when the previous one had almost run out. After all had been set they were held and marked by another anchor and buoy. The nets were set across the tide and as much as possible in the shape of a crescent.

In hauling in the net a great deal depends upon the captain. In order not to put too much strain upon the nets or the machine, the vessel should be kept as nearly as possible over the former, and in certain kinds of weather and at certain stages of the tides, this requires careful maneuvering on the part of the navigator.

The nets were set out in the evening and were taken up at as early an hour in the morning as possible, as the flesh of the cod will discolor if the fish are not bled soon after dying. Steaming up to the first buoy this was taken aboard. The buoy rope was then slipped under a couple of the raised fingers on the net lifter and the engine started. As soon as the fingers gripped the rope no further handling was necessary, except to coil it aft of the machine as it was reeled in at full speed. When the anchor appeared it was lifted aboard by hand and the head and foot lines of the net were then joined together, thus doubling the net over, and placed under the fingers and the engine started again. But few stops were necessary,

and then only when a large skate would be found in the net, as the cod, halibut and other fish passed along the trough around the machine without any trouble. A man with a gaff was stationed just aft of the machine, and his duty was to gaff all fish insufficiently meshed and apt to fall out of the net as it was lifted from the water. Other men received the net from the machine, shook out the fish, and stowed the former back in the net boxes.

Ashore the nets were run onto large reels, and here they were dried and mended with a minimum of expense. The reels were so nicely adjusted that a child could turn one even when laden with four or five nets.

When in regular use it is the intention to have the nets divided up into three sets. One of these will be in the water, one will be aboard the vessel, while the other will be ashore. All mending and drying of nets will be done ashore, the fishermen having nothing to do with this part of the work.

Several skates of the line-trawl were also rigged up and the machine tested out on this form of apparatus. After baiting these skates were coiled on platforms about five feet long by about two and one-half feet wide. Placing

one of these at the stern of the vessel, an experienced man could pay out the line by means of two short sticks (the Norwegian method) and buoy was at each end of the line and it was set with the tide. The line was reeled in in the same manner as the gill nets and was found to work almost as well.

For the trawl experiments both 32 and 20 pound cotton tarred lines were used for the ground lines, while the gangions were of six pound tarred line. Untarred lines will probably answer the purpose even better. In the later experiments the gangions were about five feet apart, this being necessary, owing to the high rail of the vessel.

While the machine will work upon the codfish banks, either with gill nets or line trawl, it is probable that the principal use of the machine in the near future will be in the salmon and halibut fisheries of Alaska. With one of these machines placed upon the deck of a cannery tender a crew of not more than five or six men could set out and haul in from five to ten miles of gill netting in a working day, and do this in weather too rough for a Columbia river boat to live in. The gill nets at present in use could be changed at very little expense so as to work in the machine, and the work could be carried on much more cheaply than is the case under the present conditions. With the use of a large power vessel, gill netting could be carried on in the open bay or sea, if the owner so desired.

In the halibut fisheries the use of the lifter would permit of all the trawls fishing being done from the deck of the vessel, thus doing away with the dories, and with it fishing could be carried on except during the more violent storms.

## Sold Wreck of Sch. Campbell.

The wrecked sch. Georgie Campbell, which stranded in the ice at Bay of Islands, N. F., several weeks ago and all her gear and outfit was sold at public auction yesterday by James Barry, agent for the underwriters.

## Vancouver Landings.

The following halibut fares were landed at Vancouver in February:

	lbs.
Celestial Empire, Can. Fishing Co., Ltd.,	40,000
Emma H., Can. Fishing Co., Ltd.,	18,000
Flamingo, Can. Fishing Co., Ltd.,	71,000
Carlotta G. Cox, Atlin Fisheries Ltd.,	70,000
Celestial Empire, Can. Fishing Co., Ltd.,	45,000
Pescawha, Can. Fishing Co., Ltd.,	20,000
Emma H., Can. Fishing Co., Ltd.,	19,000
Total,	283,000

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## Power Dories for Codfishing.

It is probable that in the very near future there will be a considerable increase in the number of power dories operated on the Alaska codfish banks. At present there are but two such dories in use—one by Nick Johnson of Hard Scratch, Unga Island which is fitted with a four-horsepower engine, and the other by Harry Hyland of Unga, which is fitted with a seven and one-half horsepower Ferro engine. A Grosvoid of Sand Point, has recently purchased a six-horsepower Corliss and it is reported that it will be installed in a codfishing dory. The Union Fish Company shipped several Evinrude engines north last fall, and these will likely be installed eventually in dories belonging to the fishermen. With power in their boats the fishermen will be enabled to go to and from the banks without having to wait for favorable winds as is the case at present.

## Salt Fish Conditions.

Available stocks are very light for this time of year, and the market at New York, as elsewhere, is firm, says the Fishing Gazette. The Porto Rico market continues to be in a very unsatisfactory condition, but from other markets the demand is fair. The situation in Porto Rico is peculiar. The market is clearly showing that the demand there is not more than half what is usually taken at this season, and is out of proportion and sympathy with producing centres, as well as other consuming markets. Unnecessarily large consignments have been sent there, and it will be strange if exporters here continue to ship under present conditions. There have been no changes in price of consequence in this market beyond an advance on hake.

## Shipbuilding Brisk at Lunenburg.

Shipbuilding is remarkably brisk at Lunenburg and the orders are piling in thick and fast. The impetus given this industry by the call for vessels to engage in the fresh fishing business, caused by the transfer of American firms to the Nova Scotian ports, is inducing the builders to get an extra hustle on. Smith & Rhuland, the reliable builders there, whose vessels have made names for themselves wherever sailed, have just laid the keels for two new schooners and have orders booked ahead for nearly a year.—Yarmouth Herald.

Cont'd above



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## BIG TRIPS DOWN HERE TO SPLIT

### Spring Overflow on the T Wharf Market Is Coming to the Knife.

The splitters were busy this morning taking care of the surplus stock left over from yesterday's market at Boston, which did not sell and were sent here to salt.

Sch. Imperator, Capt. Freeman Decker, brought down 90,000 pounds, while the new sch. Ralph Brown had 80,000 pounds and the Vanessa, 60,000 pounds. Small fares were also taken out by sch. Jeanette which had 12,000 pounds and sch. Leonora Silveria, 15,000 pounds.

The gill netters did not lift yesterday, the fleet remaining at their various berths during the day.

#### Today's Arrivals and Receipts.

The arrivals and receipts in retail are:

Sch. Leonora Silveria, via Boston, 15,000 lbs. fresh fish.

Sch. Ralph Brown, via Boston, 80,000 lbs. fresh fish.

Sch. Jeanette, via Boston, 12,000 lbs. fresh fish.

Sch. Vanessa, via Boston, 60,000 lbs. fresh fish.

Sch. Imperator, via Boston, 90,000 lbs. fresh fish.

Sch. Mystery, via Portland, 5000 lbs. salt cod.

Sch. Manomet, shore.

#### Vessels Sailed.

Sch. Elmer E. Gray, halibuting.

#### TODAY'S FISH MARKET.

##### Salt Fish.

Handline Georges codfish, large, \$5 per cwt.; medium, \$4; snappers, \$3.

Eastern halibut codfish, large, \$5; medium, \$4.50.

Georges halibut codfish, large, \$5.50; mediums, \$4.50.

Cusk, large, \$2.50; mediums, \$2; snappers, \$1.50.

Haddock, \$2.00.

Hake, \$2.00.

Pollock, \$1.75.

##### Fresh Fish.

Splitting prices:

Haddock, \$1 per cwt.

Eastern cod, large, \$2.25; medium, \$2.00; snappers, 75c.

Western cod, large, \$2.25; medium, \$1.85; snappers, 75c.

All codfish, not gilled, 10c per 100 pounds less than the above.

Hake, \$1.10.

Cusk, large, \$1.75; medium, \$1.25; snappers, 50c.

Pollock, 90c.

Fresh halibut, 9c per lb. for white; 7c for gray.

#### Will Make Big Loss.

Says the Fishing Gazette: Smack bluefish men in the South are not making any catches. It looks now as if the losses will exceed \$100,000.

#### Fine Stock.

Sch. Yakima, Capt. Robert Wharton, restocked \$3960 on her halibuting trip. Each of the crew sharing \$90, clear to a man. The Yakima carries 20 men.

## RECEIPTS FALL OFF AT T DOCK

### Haddock Down to \$1.25— Three Steam and One Sail Craft In.

After the glut of the past two days, conditions at T wharf, Boston, were again normal this morning, three steam trawlers and one sailing arrival constituting the fares since yesterday.

They are steamers Wave, Heroine and Breakers. Sch. Alice, Capt. James O'Brien has the largest fare, halling for 62,000 pounds of haddock and cod.

Wholesalers quoted \$1.25 to \$3.25 per hundred weight for haddock, \$3 to \$3.50 for large and \$2 to \$2.50 for market cod, \$2.50 to \$5 for hake and \$2 for cusk.

#### Boston Arrivals and Receipts.

The arrivals and receipts in detail are:

Str. Wave, 37,000 haddock, 6000 cod.

Str. Breaker, 25,000 haddock, 15,000 cod.

Str. Heroine, 22,000 haddock, 700 cod.

Sch. Alice, 50,000 haddock, 12,000 cod.

Haddock, \$1.25 to \$3.25 per cwt.; large cod, \$3 to \$3.50; market cod, \$2 to \$2.50; hake, \$2.50 to \$5; pollock, \$2 to \$2.50; cusk, \$2.

## FELL OVERBOARD AT PORTLAND

Quite a little excitement was created on Central wharf when one of the crew on the Gloucester fishing sch. Stiletto, who was carrying a pretty heavy load, missed his footing and pitched headlong into the dock. He was in the water only a short time, but when fished out had fully recovered his senses, which were badly muddled when he struck the water.

One of the best halibut fares landed at Portland for some time was that brought in yesterday by the Gloucester sch. Mystery, Capt. James Marr, which has been fishing for nearly nine weeks on the Western Banks. She halled for over 5,000 pounds of halibut, and in addition had 3000 pounds of fletched halibut, the same amount of salt cod and about 6000 pounds of fresh fish. The halibut was purchased by Capt. F. M. Harty for the New England Fish Co., he paying 8 and 10 cents per pound, the market being considerably lower following heavy receipts. Capt. Marr reports very rough weather on the Banks, so bad in fact that during the first part of his cruise it was impossible for a week at a time to do any fishing, he being obliged to put into Halifax to refit, lying there for nearly three weeks. He came through the gales, however, without the least mishap, faring much better in that respect than a number of other Gloucester skippers, many of them losing anchors, cables, etc.

## SCH. TERRANOVA'S MEN ARE HOME

### Blame Heavy Set of the Tide for Taking Craft Out of Course.

Several members of the wrecked schooner Terranova who belong and board in this city have returned home and report the handsome craft will probably be a total loss. The vessel is hard and fast in the sands at Cape Cod, near Pamet river.

Contrary to first reports, the Terranova had been fishing on LeHave instead of Georges. She had a dandy market fare and was headed for Boston when the accident occurred. That the craft was carried out of her course by the heavy tide seems to be the general theory of the crew, for all supposed that she had plenty of berth from the land and were much surprised when the watch forward said he thought he heard the sound of surf on the beach. Others of the crew listened and in an instant the wheel was thrown over to bring the vessel around. The craft came up to the wind but the mainsail did not come over and she swung back into the sand.

There was no wind or sea on at the time, while the tide was running out. The vessel pounded and strained during the night until she had opened every seam and commenced to fill with water. The hatches floated from the deck and the trip was soon floating out of the hold. The crew managed to save most of their effects.

Richard O'Neill, one of the crew, had the misfortune to injure his foot just as the craft was leaving the bank, when a pen board fell upon one of his toes, injuring that member.

## N. S. CRAFT HAS HALIBUT FARE

The first fare of fresh halibut to be landed by a Nova Scotian vessel, was brought to Halifax, Monday, by the sch. A. Hubley. The catch amounted to over 23,000 pounds of very fine fish, which was purchased by the North Atlantic Fisheries, Limited. This was the result of one week's fishing. Catching halibut at this season of the year is attended with much hard work and no small amount of danger, says the Halifax Herald, and the captain and crew are to be congratulated on landing such a fine fare for market in Lenten season.

#### Transporting Fishing Vessel by Steamer.

O. Gude of Ketchikan, Alaska, recently sold his fishing launch Columbia to the Valdez Fish Company for use in the herring fisheries of Prince William Sound, and the vessel was put aboard the S. S. LaTouche and carried to its destination, a distance of about 500 miles, it being found cheaper to transport it in this way than to send her under her own power.

#### Fulton Fish Market Notes.

The past week was an excellent one in the salt water fish market and because of the cold weather quantities of frozen fish were disposed of, in fact it may be said that the market has been practically cleaned up. It must not be taken for granted that there will not be more frozen fish for sale. Many of the New England shipping points are carrying stock, much of it will be sent to this market for disposal.

There was quite a supply of fish in the market, though much was high in price.

There were some small blues in the market during the entire week, sales were made at 16 and 22 cents. A few medium sized blues came on Friday and were quoted at 30 cents.

There was a fair supply of both ket and steak cod. The former at 5 to 7 cents, and latter at 7 to 8 cents. The low price of steak prevailed during the latter part of the week.

Haddock was scarce, selling at 8 cents.

Halibut—Western white halibut fairly plentiful at 8 to 9 cents a pound.

#### Pensacola Arrivals.

Vessels arriving during last week docked the following receipts:

Snappers, Gro.	
Mary L. Harty	19,500
Mineola	9,550
Culebra	26,500
Chicopee	8,330
Ariola	20,420
Algoma	27,920
Sheffield	22,685
Favorite	21,250
Seaconnet	16,720
Emelia Enos	28,145
Emily Cooney	17,285
J. M. Keen	22,660
M. E. Cooney	17,645
Ruth A. Welles	17,490

#### Foreign Mackerel.

Norway mackerel have been selling freely during the week at quoted prices says the Fishing Gazette. Stocks are of course low, and with no new supplies in the market is very strong, indications being higher. There is demand also for Irish mackerel, available supplies are ample, the ket is just steady.

Liverpool, March 7.—Fishing good. Shipments this week from Boston, 323 bbls., to all other ports, 626 bbls. Count, 200-350.

#### STORM SUBMERGES 3000

Russian Fishing Village Near Moscow Don Swept Away—Fears Felt for

The storm that swept over the early in the week, according to a patch from Rostov, claimed more than 3000 victims in the territory near the mouth of the River Don. A settlement of 400 houses on the spit was swept away, the victims being at least 3000.

According to an Astrakhan dispatch fears are felt for the safety of the fleet and crews numbering 10,000.



## Potomac Located in Ice and Boarded.

A Curling, N. F., dispatch of yesterday states that Consular Agent Gould and party of six men were successful in boarding the naval tug Potomac, in the ice after a 100 mile expedition over land and sea ice. Her hull was apparently in perfect condition, with but little water in her hold. If the Consul's party is able to hold the craft and bring her to safe anchorage, they will save her from being salvaged, provided of course the heavy ice when it commences to break up does not crush the craft or send her out into the Gulf.

The Potomac was located five miles south of Point Riche at the mouth of the straits of Belle Isle, still frozen solidly in. Another party is on the way with pumps and dynamite to the tug and an effort will be made to break up the ice to get the Potomac to safe anchorage. She has about 12 tons of coal and a ton of provisions aboard. An easterly was blowing yesterday and there were prospects that the Potomac would be blown out into the Gulf again.

For the past five years he was at work upon a system meant to insure safe navigation in the thickest weather. Patents on this system were secured in foreign countries. It is now under consideration by the Portland Board of Trade and Marine Society, and Capt. Eldridge recently presented his invention before a committee of the Boston Chamber of Commerce.

In 1901 Capt. Eldridge piloted the Columbia, the America Cup defender, to her victory over the first of Sir Thomas Lipton's Shamrocks in the international yacht races of that year. He was also instrumental in the building of the Independence, the Lawson cup defender. Last May he suggested the idea of a New England yacht for the America Cup defense and for a popular subscription in New England, designed and built by a New Englander and named the New England.

Much of Capt. Eldridge's life was spent in Vineyard Haven, where as a young man he conducted a ship chandlery. Vineyard Haven was formerly the distributing point for the Eldridge nautical publications. He was chairman of the Vineyard Haven Republican Town Committee. For several years past he has made his winter home at Allston.

Capt. Eldridge leaves a wife and four daughters, one of whom is Mrs. H. O. White of Braintree. The body will be taken to Vineyard Haven for burial.

It has been duly explained in these columns that the theory of the new tariff was, of course, cheaper salt fish for the consumer. In practice the price of codfish—the kind most in demand—has not lowered. The demand exceeded the supply. The Provincials had no trouble to sell their catch, the only difference being that instead of paying the 3-4 of a cent a pound duty on the fish coming into our market, they pocketed it.

The crude effect of this is, naturally, to encourage the Provincial fisheries at the expense of our own, and this in addition to Provincial policies, which already give their fisheries all the encouragement they could well expect—Government bounties, cheaper freight rates owing to the non-existence of interstate tariff, and subsidized cold storage plants for the preservation of bait by freezing.

It is obvious that if anybody has benefited by the lifting of the duty on green fish, it has not, so far, been the consumer, nor the dorymen out of Gloucester. Gloucester shore labor is protected, in so far as it handles the fish directly; it has suffered a slump in the industries dependent on the equipment of the fishing fleet—sailmaking, painting, caulking, rigging, chandlery and the minor crafts which spring up in a maritime community. The point on which everybody agrees is that the extra profits have been passing into the cash registers of the merchants, outside of this country who have been enabled to send their fish in duty free without a reduction in price. Whether this is for the ultimate advantage of the ultimate consumer or not is a matter which may give us doubts. But in any case, forbear to twit Gloucester with having been enriched by the new tariff. The joke is not appreciated.

## Salving Crew Now in Danger.

The tug Potomac, which was boarded Thursday by a salvage crew of six men after drifting derelict in the Gulf of St. Lawrence for six weeks, was swept by off-shore winds yesterday into a position of danger for both vessel and crew.

The Potomac last night was 12 miles northwest of Keppel Island, off Ingonnachoix Bay, still fast in the drift ice that packs the gulf. The crew sent by American Consular Agent Gould on forced marches of 10 miles over the bleak coast and dangerous sea ice found her tubes broken, so that it was impossible to get up steam.

Twelve tons of coal that had been left aboard could be used only for heat. A snowstorm was approaching, and the ice was considered an active menace.

Should the wind continue southeast, the tug would be driven still farther off shore and assistance for those aboard would be almost impossible. It was thought the salvage crew might decide to abandon her should opportunity offer.

Since she was abandoned by the naval crew the tug has drifted with the ice about 80 miles.

## NORWAY FISH TRUST FEARED

Handlers in New York city are concerned over advices they have received from Norway and Sweden that a mackerel trust is in process of formation there.

The two largest firms exporting this fish, which finds a heavy market in this country, have agreed to merge into one corporation and have made an offer to the combined fishermen to handle the entire output on a commission basis. Better prices are promised the fishermen, but the latter have not yet agreed to the terms offered. Conferences are still under way, in which the governments of Norway and Sweden have taken a hand.

## TODAY'S FISH MARKET.

### Salt Fish.

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Georges halibut codfish, large, \$5.50; mediums, \$4.50.  
Cusk, large, \$2.50; mediums, \$2; snappers, \$1.50.  
Haddock, \$2.00.  
Hake, \$2.00.  
Pollock, \$1.75.

### Fresh Fish.

Splitting prices:  
Haddock, \$1 per cwt.  
Eastern cod, large, \$2.25; medium, \$2.00; snappers, 75c.  
Western cod, large, \$2.25; medium, \$1.85; snappers, 75c.  
All codfish, not gilled, 10c per 100 pounds less than the above.  
Hake, \$1.10.  
Cusk, large, \$1.75; medium, \$1.25; snappers, 50c.  
Pollock, 90c.  
Fresh halibut, 9c per lb. white

## ELDRIDGE, CHART MAKER, IS DEAD

Well Known to Skippers Here—His Nautical Work Held of Highest Value.

Capt. George W. Eldridge of Vineyard Haven, the famous tide-expert and hydrographer, who was well known among the local fishing skippers, died Thursday morning at 95 Franklin street, Allston, where he was spending the winter, at the age of 69 years. He was ill only a short while, with being due to heart disease.

Capt. Eldridge was born in Chatham, the son of George Eldridge, often referred to in marine circles as the "original chart maker," who made an early survey of Pollock Rip and the waters around Cape Cod where Nantucket Sound meets the sea. The old Eldridge was also a noted authority on tidal matters.

Capt. Eldridge continued his father's work and was the author of sets of charts from Cape Henry to Eastport for almost 40 years prepared annually a tide book with other nautical data of great value to all skippers. The name of Capt. Eldridge was widely known in fishing, shipping and sailing circles throughout the country, and the attention of scientists was attracted to his theory regarding the meeting of the great tides in the Bay of Fundy, which he ascribed to the meeting of two currents rather than to the generally accepted notion of the peculiar shape of the bay.

## TRANSCRIPT ON TARIFF AND FISH

How the "Free" Clause Affects Gloucester and Fisheries Well Told.

Under the caption of "Gloucester Tariff-Enriched?" the Boston Transcript published the following in its editorial columns:

Gloucester wishes it to be distinctly understood that it is not true, as the press of certain parts of the country has been intimating, that the new tariff is making them all rich. The retort is that from the importers' point of view the tariff is an unmixed blessing, but to the Gloucester fish concerns as producers, and to the crews of the fishing schooners—the ultimate producers—its blessings are plentifully mixed with baser metal.

The gibe that the Gloucester fleet is manned by Nova Scotians and Newfoundlanders is a gibe no longer. Provincials who can fish in their home vessels, live cheaply on their own headland farms in the off season and have the full benefit of the Yankee markets, are staying at home to fish. The Gloucester wharves are fringed with schooners without crews, or else those schooners have been put to other uses such as seining or bringing cargoes of fish hither from the northern ports. The fleet which has fitted out in Gloucester this season for the Banks fishing has been unusually small. No new schooners are on the ways to replace the forty-odd which have been lost or sold during the past two years; and such vessels as have been sold have brought scarcely more than half their actual value.

## PLACE MATTERS IN WRONG LIGHT

Capt. Smith Says New York and Boston Papers Reports Not Fair to Gloucester.

To the Editor of the Times:—I see by the Boston and New York papers, articles which seems to be going the rounds throughout the country, which reflect upon Gloucester, and tell of great prosperity which she is enjoying, owing to the new tariff. One of these articles mentions that the fish dealers are all getting rich; one speaks of the tariff working just as its framers expected it would. Now what did they expect? We were led to believe that they expected fish would be cheaper to the consumer, which seems to be quite the reverse. Higher prices have been paid for foreign fish than before.

One of the articles reproaches us dealers for pocketing the duty, and this is a bad view to have circulated all over the country, when the truth of the matter is that although fish to the consumer is higher, Gloucester is not getting what she should, and the fact is, that it is a blue view for Gloucester instead of a "rosy one." (The duty is being retained by the foreigner).

I certainly hope that the papers of the country will put Gloucester in her true light and inform the people that they have been misled by these articles referred to.

SYLVANUS SMITH